

phoon and subsequent participation in the successful rescue of her crew. The presentation is being made in the course of the annual meeting.

Two ship Safety Achievement Citations of Merit were issued this year. One went to the tanker *Gulfube* of the Gulf Oil Corporation for taking a crew off a disabled yacht; the other to the motorship *Western Pioneer* of Kimbrell-Lawrence Transportation, Inc., for taking off the crew of the wrecked Canadian fishing boat *Queen Kathleen*, in heavy surf off Unimak Island. The *Western Pioneer* citation was presented in Seattle at the October 19 meeting of that port's Propeller Club. The *Gulfube* citation has yet to be presented.

The newly instituted certificate of honor, for American-flag ships which have gone two years or more without a lost-time accident, was conferred this year on 27 cargo ships and tankers. Texaco, Incorporated, owned fifteen of these, and six other steamship and oil companies were represented, as follows: Alcoa Steamship Company, two ships; Lykes Bros. Steamship Company, three; Sinclair Refining Company, one; Tidewater Oil Company, two; United Fruit Company, one; and United States Lines, three. The top score reported for any ship, as of December 31, 1959, was that of the Texaco tanker *New Jersey*: 2,174 consecutive accident-free days. All 27 certificates were presented at a luncheon held in the New York Yacht Club, October 4, 1960.

REPORT OF STATISTICS AND CONTEST COMMITTEE

By JACK L. MORROW
Safety Director, Grace Lines, New York City

Two items of interest to the membership arose in 1960, both relating to the existing structure of competing groups in the contests.

Early this year, upon announcement of the results of the dry-cargo ship contest, the question was raised as to whether the Panama Line should be in the private operators' contest or should be transferred to the government group. This question was discussed at length at the executive session in New York last spring, with all sides given an opportunity to present their argu-

ments. It was resolved that the Panama Line be placed in the government group, effective with the 1959 contest year.

The second item was recently referred to the General Chairman and relates to a resolution by the Tanker Safety Discussion Group that the separation of the government and private operator groups should be eliminated and that they should all be in competition with each other. I understand this was referred to the Vice Chairman for their views, but has not yet been resolved.

REPORT OF THE GENERAL CHAIRMAN

By ROBERT E. O'BRIEN
Vice President, Operations, Moore-McCormack Lines, Inc., New York City

The Marine Section of the National Safety Council has continued, during the present year, its activities in promoting safety in the marine field.

The spring session, which was held in New York on March 30 and 31, was most successful, and the nine papers presented during this session were very informative.

The Ship Safety Achievement Award for Meritorious Service Saving Life at Sea, jointly sponsored by the Marine Section, National Safety Council and the American Merchant Marine Institute, was presented in the dry-cargo division to the *Blue Grass State* of States Marine Lines and the *Mormacted* of Moore-McCormack Lines. No

awards were presented in the passenger or tanker divisions; however, certificates of merit were awarded to the *Gulfube* of the Gulf Oil Corporation and the *Western Pioneer* of Kimbrell-Lawrence Transportation Incorporated. Certificates of honor for vessels completing two or more years without a lost-time accident were presented to 27 vessels representing seven dry-cargo and tanker operators. It is significant to note that 15 of these vessels were operated by Texaco, Incorporated.

The distinguished Sea Rescue Award was presented to the USNS *Sgt. Archer T. Gammon*.

The awards for best papers delivered during the contest year will be announced later in the program.

We were guests of Alcoa Steamship Company at a luncheon on the 19th of April in connection with the presentation of awards in the privately owned cargo-passenger vessel category for 1959. Alcoa Steamship Company was the winner of the first place award. The second place award went to the United States Lines, and the third place award was tendered to the United Fruit Company.

Ocean and Coastwise, Tanker Division

- First—Atlantic Refining Company
- Second—Tidewater Oil, Eastern Division
- Third—Texaco, Incorporated

Inland Waterways Division

- First—Tidewater Oil, Eastern Division
- Second—Sun Oil Company
- Third—Texaco, Incorporated

Cargo and Passenger Vessels—Inland Division

- First—Wyandotte Transportation Company
- Second—Ford Motor Company
- Third—The Cleveland Cliffs Steamship Company

Shipbuilding and Repair Division (Heavy)

- First—General Dynamics Company
- Second—Maryland Shipbuilding & Drydock Company
- Third—Tods Shipyards Corporation, L. A. Division

Shipbuilding and Repair Division (Light)

- First—U. S. Steel Corporation, Marine ways

- Second—Ashland Oil & Refining Company, River Repair Terminal
- Third—The Pittsburgh and Comeau Dock Company

Stevedoring Division—General Cargo

- First—Kauai Consolidated Terminals, Incorporated
- Second—Castle and Cook Terminals
- Third—Hilo Transportation and Terminal Company, Ltd.

Stevedoring Division—Bulk Cargo

- First—Union Dock Company
- Second—The Erie Dock Company
- Third—The P. & E. Coal Dock Company

On March 10, through the efforts of Charles A. Culver, the Marine Section Session of the Delaware Valley was held at the Bellevue-Stratford Hotel in Philadelphia. After an opening welcome address by your general chairman, papers were delivered by Frank O. Braynard, Director, Bureau of Information, American Merchant Marine Institute, and by Robert D. Gidel, Chief, Safety Division, U. S. Department of Labor.

On May 3 a luncheon was sponsored by the American Waterways Operators at the Whitehall Club, New York City, to honor the winners of the 1959 Barge and Towing Vessel Industry Safety Contest. Awards were presented to representatives of the winning companies by your general chairman.

During the spring of this year, a four-man committee appointed from members of the Tanker Safety Discussion Group met with Coast Guard officials at Washington, D. C. to discuss plans for the proposed film on shipboard fire fighting for the tanker industry. We are deeply appreciative of the U. S. Coast Guard's efforts in cooperating with us in this matter.

In closing my report, I wish particularly to thank Harold M. Wick for his assistance and guidance.

A special thanks also to Warren D. Lindsay, Safety Director of United States Lines, for his fine job in editing the "Newsletter."

My thanks also to all who have contributed throughout the year in helping me to carry out the work of the Marine Section.